

# DANIELSON AND PUTNAM NEWS

## DANIELSON

**Birthday Celebration—High Payrolls in Local Industries—Funeral of Mrs. J. Q. A. Stone — Davis-Danielson Wedding at Home of Bride's Parents.**

Rev. Alvin P. Knell, who has been pastor of Trinity church at Brooklyn, left there Thursday for New York, where he is to be connected with the social work of the Seamen's Institute church.

Mr. and Mrs. L. E. Kennedy, Mr. and Mrs. Walter E. Shippee, Mr. and Mrs. W. F. Woodward, J. C. Witter, and Miss Margaret Ayward were among the Danielson people who motored to the Oxford fair.

**Will Attend Lumbermen's Meeting.**  
Charles A. Tillinghast will be at New London today attending a meeting of Eastern Connecticut lumber manufacturers. Among the affairs arranged for the entertainment of the visitors by the New London Chamber of Commerce is the submerging of a submarine from the base at the navy yard.

Peter Figalo has returned to his home in Providence after a visit here with his sister, Mrs. Mary Salotti.

**Birthday Party.**  
At a party in observance of her tenth anniversary, Miss Margaret Burton, daughter of Hiram Burton, entertained a party of about fifteen little friends.

**Infant's Death.**  
The eleven weeks' old infant of Mr. and Mrs. Howard Hill died at their home in Williamsville.

**Increase in Postal Savings.**  
Postmaster George M. Pilling announces the largest gain in a single month at the local post office postal savings department since that branch of the service was established.

Quinebaug lodge of Odd Fellows is to confer the third degree upon a class of candidates next Tuesday evening, when refreshments are also to be served. This week the second degree was conferred on four candidates.

**Payrolls Highest Ever.**  
It is stated that the payrolls of the mills in the town of Killingly are now at the highest total ever reached. The more money than ever before that is being paid out in this town every week speaks prosperously for the future in the community, in greater or lesser degree.

**Building and Loan Association Successful.**  
The Danielson Building and Loan association now has applications for money to a total that will require all the funds of the association available to January 1, if all the negotiations are completed. This is pleasing to subscribers and directors and indicates that the association is going to be very much of a success.

**Patient Wage-Earners Must Stand Strike.**  
It is at least interesting, the real facts aside, to hear republicans say that the democrats are playing politics in the present grave railroad situation and to hear the democrats make an identical charge in the premises against the republicans. In the meantime thousands of highly skilled and intelligent wage earners in towns in the Quinebaug valley are contentedly working for weekly stipends compared to which the railroad workers' earnings are almost fabulous and preparing as best they may to stand the inconveniences and losses that will be heaped upon them if the strike becomes effective.

**NEW CHICKERING HOTEL**  
J. H. Lacey, Prop., Putnam, Conn.  
**Special Dinners**  
WEDNESDAYS  
Soup, Fried Chicken, Maryland Style; Boiled or Roasted Potatoes, Fresh Asparagus on Toast; Tea, Coffee or Milk; choice of Pie—50c.

THURSDAYS  
Old-fashioned New England Boiled Dinner, Fancy Brisket, Boiled Potatoes, Green Peas, Spinach or Cabbage, Tea, Coffee or Milk; choice of Pie—50c.

FRIDAYS  
Chowder, Plain Lobster, fresh boiled; French Fried Potatoes, Peas, Asparagus Tips, Tea or Coffee; choice of Pie—50c.

**LOUIS E. KENNEDY**  
DANIELSON  
Undertaker and Embalmer  
Special Attention to Every Detail.

**FUNERAL.**  
Mrs. J. Q. A. Stone.  
At the home at Main and Spring streets at two o'clock Thursday afternoon, funeral services for Mrs. Susan Stone, widow of J. Q. A. Stone, were conducted by Rev. Ernest A. Legg, pastor of the Methodist church. During the service Miss Emma A. Burbank sang "One Sweetly Solemn Thought, and Serenity." The bearers were four deacons of the Westfield Congregational church, of which the deceased was a member—George B. Guild, George Danieleson, H. E. Surrey and Theodore Hammett. Burial was in Westfield cemetery. A. F. Wood was the funeral director.

**The Bulletin's News Brings Hope.**  
There was much talk here Thursday about possible and prospective difficulties and inconveniences that may be attendant upon the threatened railroad strike. Prudent householders have commenced to lay in stocks of foodstuffs in lines that are apt to become exhausted within a few days following the declaration of a strike, but the great majority of local residents are playing the possibilities to the limit, figuring that the strike will be averted at the last minute. Milk producers in this section who send their shipments to Boston were somewhat relieved Thursday to learn through The Bulletin that it is very likely that the New Haven road will keep a milk train running to Boston even if there is a strike. A considerable quantity of milk product in the surrounding territory goes into Providence by trolley, so the shippers over this line are not worrying, as it will not be involved in the threatened strike.

**WEDDING.**  
Davis-Danielson.  
Miss Florence Harris Danielson and Joseph Stanciliff Davis were married at 4 o'clock Thursday afternoon at the home of the bride's parents, Mr. and Mrs. Simeon Danielson, on Main street. The ceremony was performed by Rev. S. Ralph Harlow, of Smyrna, Turkey, assisted by Rev. Clarence H. Marber, pastor of the Congregational church.

The marriage ceremony was in the parlor, which was prettily decorated with laurel and asters, the decorations by Harold Hall, of Taunton, a cousin of the bride.

The bride, escorted by her father and preceded by the bridesmaid, her sister, Miss Adah Danielson, and the flower girl, Miss Rosamond Danielson, daughter of Attorney and Mrs. Bradford W. Danielson, of Moosup, entered the parlor from the dining room. The groom, the best man and the ushers came down the main stairway to the parlor. The wedding music was played by Miss Grace Dean of Taunton, Mass. The numbers were Mendelssohn's wedding march and "The White Melody," a composition of William Churchill Hammond's, organist at Mt. Holyoke college.

The bride and groom's entrance to the parlor was through an aisle of young ladies holding chains of asparagus ferns. Forming the aisle were the bridesmaids, Misses Danieleson, Sarah Putnam, Elizabeth Putnam, Myrtle Marland, George Burroughs, all of Danielson; Miss Clifton, Providence, Mass.; Misses Jewett, and Elizabeth Nichols of Belchertown, Mass.

The ushers were William Hawley Davis, Warren B. Catlin, Brunswick, Me.; P. Ernest Richter, Evanson, Ill.; and David C. Epper, Dallas, Pa. The groom was attended by his brother, Donald W. Davis of Williamsburg, Va., as best man.

Following the wedding, to which about 100 guests were bidden, there was a reception. Mr. and Mrs. Simeon Danielson, parents of the bride, and Mrs. Davis, mother of the groom, presiding the bride couple in receiving. After a wedding journey Mr. and Mrs. Davis will live in Cambridge, Mass., where Mr. Davis is an instructor at Harvard university, of which he is a graduate.

**PRESIDENT LEAVES WASHINGTON FOR SUMMER WHITE HOUSE**  
Where He Will Be Formally Notified of His Renomination Saturday.

Washington, Aug. 31. — President Wilson will leave Washington at 6 o'clock tomorrow afternoon for the summer White House at Shadow Lawn, N. J., where he will be formally notified Saturday afternoon of his renomination. He will arrive at West End, N. J., at 8:45 p. m. Returning here Sunday morning, he will leave for Hodgenville, Ky., Sunday night.

**PUTNAM**  
Labor Day Ball Games Arranged — City Treasurer and Mrs. Charles H. Brown Married 50 Years — Supply of Cattle in Case of Meat Shortage — Cooperative Organization of Farmers Advocated Under New Milk Shipping System.

Papers were passed Thursday conveying the fruit business of the firm that has done business near the Bradley building on Elm street to Joseph Lombardo.

Leon T. Wilson is mentioned as a republican candidate for nomination as representative from the town of Putnam.

Judge L. H. Fuller presided at a short session of the city court Thursday morning.

**Returning from Beach.**  
Mrs. W. J. Bartlett and daughters, who have been spending a month at Pleasure beach, will return to Putnam today.

Misses Katherine and Isabelle Byrne visited with friends in Hartford.

Frank C. Smith of Hartford was a visitor with friends here Thursday.

Thursday afternoon was the last of the season's half-holidays for store proprietors and clerks here.

**Labor Day Games.**  
The Managesset and Rover A. C. clubs are scheduled for Labor Day ball games.

Putnam relatives attended the Danielson-Davis nuptials at Danielson Thursday afternoon.

Local suffragists are receiving literature relative to the Votes for Women Parade at New Haven next Tuesday, when the republican state convention will be in session in that city.

Principal Anson B. Handy of the high school is to be at his office this afternoon and tomorrow to discuss courses and other matters pertaining to the school with parents or pupils.

**Golden Wedding Anniversary.**  
City Treasurer and Mrs. Charles H. Brown will reach the golden anniversary of their wedding Sunday, and will observe the event by greeting friends Monday afternoon and evening at their home.

**Faithful Employee for 49 Years.**  
Henry Guilbert, recently recovered from a serious operation, performed at the Day Kimball hospital, has returned to his employment in the No. 2 mill of the Putnam Woolen company, a concern by which he has been employed for 49 years.

**Will Motor to Convention.**  
A number of the Windham county town delegations to the republican state convention are planning to motor to New Haven next week. If there is a railroad strike, this means of transportation will be their one best bet.

The rural free delivery service will be suspended next Monday, Labor day, but the city carriers will make one delivery of mail.

Caucuses have been warned for next week in Putnam and various other Windham county towns for the purpose of nominating candidates for election as town officers at the annual meetings the first Monday in October.

**Held Suffrage Meeting.**  
At her summer cottage at Pleasure Beach, Mrs. W. J. Bartlett held a suffrage meeting that was attended by about 100 people, many of whom signed in favor of equal suffrage rights for women.

Only two uncontested divorcees are listed to be heard at today's session of the superior court, but a number of other cases are expected to be disposed of during the September term of court.

Chester E. Child of this city is chairman of the Southern New England Lumber Manufacturers' association, which is holding its annual meeting at New London today.

**WOULD KILL CATTLE.**  
J. H. Geeson Ready to Hold Out, in Case of Meat Shortage.

J. H. Geeson is one Putnam man who is prepared to hold out practically in the way of providing fresh meat for the people of the city, in case of the much talked of railroad strike cuts off Putnam's usual supply.

Mr. Geeson has at his farm in the town of Woodstock a large herd of fine fat heifers and other cattle to the number of about 100. The meat shortage becomes sufficiently acute to warrant it, this herd can be slaughtered for market, Mr. Geeson says.

He also has 100 bushels of potatoes to be dug from the soil of the Woodstock farm and much other produce available for market.

Mr. Geeson does not think that this city will suffer by reason of lack of good substantial food even though there is a strike of considerable duration.

It is known that many farmers have herds of cattle that they would not be at all averse to reducing at the prices sure to rule for beef on the hoof, in case a strike cuts off the western meats. If forced to live on its own cattle resources in meeting the demand for meat, some very familiar with farming sections hereabouts say that there will be surprise over the quantities available.

**Preparedness in Many Lines.**  
Investigation in various quarters indicates that there is a surprising amount of preparedness action going on to protect various lines of business in case the strike is declared. For instance, a chain of picture houses in southern New England, including the Bradley and Empire of this city, will be supplied through a Boston distributing house with reels as usual. Motor trucks being used to maintain the service.

The chief danger to Putnam lies in the fact that it will be difficult to supply the mills with needed materials and it is possible they may be forced to close within a few days after the strike comes, if it does come, throwing hundreds of operatives out of work.

Automobile trucks and touring cars are being figured on to greatly relieve the conditions that a strike would produce—but no great number are considering that, after a few days, it is going to be as impossible to get gasoline as it is other commodities, add only a few machines will run any great distance on their reputation.

**COOPERATIVE ORGANIZATION OF FARMERS FAVORED**  
In Order to Get Best Results Under New System of Shipping Milk.

The directors and associate directors of the Windham County Farmers' association meet Thursday in the office of the association in the Union block, President C. O. Thompson, of Pomfret, presiding, to discuss means that will lead to some definite policy in meeting the new problems that arise incident to the abolishing of the leased car system of milk transportation.

The gist of the discussion at the meeting, which lasted more than six hours, was that the farmers should form a co-operative organization through which to market their milk.

That the farmers may have the necessary information as to the amount of milk shipped out of this territory to the Boston market and other details incident to the business, a committee of three was appointed to make a survey. This committee is made up of Henry Danneberg, Putnam; J. M.

Woodward of Hampton; Rev. Fosdick D. Harrison, Woodstock.

Among those who addressed those at Thursday's meeting was Roy G. Potts, representing the United States Department of Agriculture, his topic being, "How to Proceed." John C. Orcutt, secretary of the Boston Chamber of Commerce, spoke on the subject, "Suggestions as to Procedure, and

he also gave an explanation of the Interstate Commerce Commission's investigation and decision in the leased car system of shipping milk and also explained the new rates. Mr. Orcutt's advice to Windham county farmers is to specialize in producing milk of a high standard of quality, so that it can be sold in a Boston market at an advance in price, thereby offsetting some of the natural advantages held by northern New England farmers who produce milk for the Boston market.

Farmers representing several Windham county towns were present at the meeting, which lasted nearly all day.

California has 130 mountain peaks more than 10,000 feet high.

Suffield—The mystery of Clifford Payton of North Castle, N. Y., whose sudden disappearance while on his way home after the closing of the Suffield school has occasioned much speculation as to his whereabouts, is now cleared up, according to S. R. Fowler of West Suffield, who says he saw the boy last Saturday at the Lake house, Congamond, Mass.

For THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respected judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

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W. W. ATTERBURY, Pennsylvania Railroad.

FAIRFAX HARRISON, Southern Railway.

R. S. LOVETT, Union Pacific System.

E. P. RIPLEY, Atchafalpa, Topeka & Santa Fe System.

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